

COUNTRY

REPORT

TOPIC Neuruppin Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTE

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DATE OBTAINED

PREPARED 10 February 1953

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REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. In early December 1952, about 20 MiG-15s were observed at Neuruppin airfield. Throughout December, there was little air activity. North of the runway, there were about seven aircraft revetments with walls of sand and covered with green colored concrete slabs. A door was observed in one wall. Additional earthworks, apparently also aircraft revetments, were observed south of the runway. 1

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2. Between 1 and 3 December, there was no air activity at the field. At about noon on 6 December, little flying by Po-2s. Between 7 and 13 December, no air activity was observed. Between 15 and 21 December, the aircraft were covered with snow and parked at their dispersal areas. There was no air activity.

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3. Between 15 and 21 December, no activity was observed outside the buildings. the personnel strength was reduced. Air force officers with portfolios were observed entering the former chief ranger's house at the Wittstocker Allee, opposite the Schlossgarten, where instructions were apparently given.

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4. Activity was only observed at the hardstand of the alert planes. These planes were continuously ready to take-off. the hardstand of the alert planes and the runway was cleared of snow. In early December, a light and telephone cable was laid as far as the temporary building used by the crews of the alert planes.

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5. The revetments along the Wittstocker Allee were not occupied. No foot traces were observed in the snow. On 12 December, truck was observed in the town.

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6. The following observations were made at the field between 4 December and 13 January:

4 December. In the morning, there was an about 7/10 overcast and visibility of more than 20 km. After 11:30 a.m., clouds closed-in over Neuruppin. At 9 a.m., the engine of a MiG-15 plane was started by a starter carriage. Subsequently, the engine was run for 12 minutes. When it was stopped, a Yak-11 was started. A Yak-11 took off at 9:45 a.m., climbed through the clouds to a high altitude, and landed at 10:25 a.m. A type-29 plane [] took off at 10:45 a.m. and landed at 11:11 a.m. The same plane again took off at 11:58 a.m. and landed at 12:15 p.m. In the afternoon of the same day, three take-offs were made by swept-back jet fighters and two take-offs by Yak-11s.

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5 December. There was foggy weather. No air activity was observed.

6 December. There was light frost, haze, and a visibility of about 3 km. Two Po-2s circled over the field between 9 a.m. and about 12:30 p.m. Subsequently, no more activity was observed at the field.

7 to 12 December. There was no air activity, although the weather was favorable on some days.

13 December. No air activity was performed. It rained and snowed, and visibility was limited to 100 to 200 meters.

14 December. [] 21 MiG-15s or type-29 planes, 3 Yak-11s, 2 Po-2s, and 2 planes, probably IL-10s, were parked at the field.

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15 December. There was no air activity. Visibility was limited to about 2 km.

16 December. There was a heavy snowfall throughout the day. The snow was not removed from the runway.

19 to 21 December. There was no air activity by jet fighters at the field.

22 December. There was a closed cloud base and visibility of 4 to 6 km. It snowed lightly. In the afternoon, visibility was about 10 km. No flights were made. Source observed from the Wittstocker Allee that the field was occupied by 22 MiG-15s or type-29 planes, 3 Yak-11s, and 2 Po-2s and 2 planes, probably IL-10s.

23 December. Visibility was limited to about 10 km. There was an about 9/10 overcast. Between 9:10 a.m. and 2 p.m., two Po-2s practiced taking off and landing. A type-29 plane [] took off at 1:12 p.m., immediately climbed to a high altitude above the clouds, and landed at 1:40 p.m. After 2 p.m., there was no activity at the field.

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24 December. No air activity was performed throughout the day. The

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weather was foggy in the morning, and visibility increased in the afternoon.

25 December. The sky was 9/10 overcast and opened to about 6/10 later. Ground visibility was limited to 3 or 5 km. There was no frost. MiG-15 [redacted] took off at 10:18 a.m. and landed at 10:58 a.m. MiG-15 [redacted] flew between 10:24 and 11:02 a.m. Immediately after the take-off, the two planes climbed to an altitude of about 3,000 meters, headed northwest and approached the inner landing beacon coming from the northwest. Both planes were fitted with auxiliary fuel tanks. Between 10:20 and 11 a.m., similar flights were performed by two MiG-15s with [redacted]. Two take-offs were made by a type-29 plane [redacted] between 10:31 and 10:43 and between 10:58 and 11:24 a.m. A Li-2 plane [redacted] the [redacted] landed at 11:16 a.m. and took off at 12:05 p.m. Air activity continued until 3:30 p.m. by aircraft including eight [redacted].

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26 December. There was an about 5/10 overcast with high cumulus clouds and ground visibility of 3 to 4 km. A MiG-15 took off at 11:54 a.m., engaged in aerobatics at an altitude of 3,000 to 4,000 meters, and landed at 12:28 p.m. Another MiG-15 practiced stunt flying between 12:04 and 12:37 p.m. No air activity was observed after 1 p.m.

27 December. There was a closed cloud base, visibility of 3 km and haze. A MiG-15 or type-29 plane each took off at 11:40 and 11:46 a.m. Their landings were not observed. In the afternoon, no activity was observed at the field.

28 December. There was no air activity. It was foggy, and the sky was overcast.

30 and 31 December, and 1 January. The weather was foggy with intermittent snowfall. No air activity was observed.

2 January. There was a closed cloud base and ground visibility of 4 to 6 km. At 8 a.m., the temperature was 2 degrees below zero. The runway was free of snow while the taxiways were still covered with snow. Between 9:36 a.m. and 2 p.m., there was air activity by MiG-15 and type-29 planes with auxiliary fuel tanks. The aircraft including eight [redacted] flew individually. The MiG-15s made instrument approaches at beacons flying low under the clouds, while the type-29 planes made local flights under or above the clouds.

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3 January. No air activity was performed throughout the day. There was a closed cloud base, light snowfall and visibility of 4 to 6 km.

4 January. There was a closed cloud base, light snowfall, thawing weather, and a visibility of about 6 km. Snow and ice were removed from the runway between 8 and 10:30 a.m. Between 10:45 a.m. and 2:45 p.m., there was air activity by MiG-15s with auxiliary fuel tanks. [redacted]

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[redacted] The planes circled over the field and approached the field, each flight lasting 18 to 24 minutes.

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6 January. There was a high and scattered ceiling, visibility of about 3 km and 5 degrees below zero at 8 a.m. After 9:50 a.m. and in the afternoon, a Po-2 plane [] circled once over the field. After 3 p.m., efforts were made to start four engines at first with the help of a small starter carriage and later with a large starter carriage. After one hour, the engines were started. Between 4 and 4:20 p.m., the four engines were warmed up, but no take-off was made.

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7 January. There was heavy snowfall, and the visibility was limited to less than 1 km. At 9 a.m., there was one degree below zero. No air activity was performed. After 2:45 p.m., efforts were again made to start two aircraft engines, which were warmed up between 3:45 and 4 p.m.

8 January. There was a closed cloud base and a visibility of 6 to 8 km. After 9 a.m., 400 to 500 men removed the snow from the runway, but no air activity was observed.

9 January. There was a closed cloud base and light snowfall. Visibility was limited to 6 km. At 9 a.m., the temperature was 9 degrees below zero. Six groups of 25 to 30 men each removed the snow from the runway. The taxiways were not cleared. Two Po-2s [] circled over the field at 12:30 p.m. One of them landed next to the runway at 12:45 p.m. A type-29 plane [] circled once over the field between 1:05 and 1:22 p.m. The difficulties while starting aircraft engines which were repeatedly observed also occurred with this plane on which attempts were made at 11:25 a.m. It was not observed that a preheater was used.

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10 January. There was thawing weather, and the visibility was limited to about 2 km. The engine of a Yak-11 was started, but the plane did not take-off.

11 and 12 January. There was no air activity.

13 January. There was a scattered cloud base at an altitude of 2,000 meters. The visibility was limited to 1 or 2 km. Between 11 a.m. and 3 p.m., four Po-2s practiced taking off and landing. Sometimes, the planes also flew in the clouds.²

7. Between 8 a.m. and 4 p.m. on 22 December and between 8:30 a.m. and 12:15 p.m. on 23 December, 1,500 to 2,000 men removed snow and ice from the runway. A snow plow about 3 meters wide and towed by a truck was also used there. The taxiways were not cleared. Aircraft were towed to the take-off point. After the landing, they taxied along the snow-covered taxiway to the hangars. On 22 December, [] 240 men of the snow clearing detail marched in three groups of 80 men toward the Panzer Kasarne. The soldiers wore red-bordered black epaulets and tank insignia.

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8. On 14 December, earthwork was under way just west of the unoccupied AA gun emplacement south of the middle of the runway and north of the Klappgraben. On 9 December, [] factory including the offices and a dump 300 to 400 meters square with a loading ramp were rented for a

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Soviet AAA detail. The same detail allegedly requisitioned a barn south of the Treskower road.

9. On 14 January, three air force captains and a Soviet Army official without luggage went by train from Neuruppin to Kremmen where they changed to the train to Nauen. One of them wore a badge with a Soviet star with crossed swords and, on his left breast, eight decorations; on his right breast, three small golden Soviet stars. The second officer had a badge with a Soviet star and a bomb and a total of 11 decorations.
10. On 11 January, [redacted] a MiG-15 had crashed over Lindow in the summer of 1952. [redacted] it made aerobatics for 5 to 6 minutes at an altitude of about 1,000 meters. At a half roll, the engine stopped, whereupon the pilot dived down to an altitude of 150 meters in order to get the engine going. When the throttle was opened wide, the plane exploded in the air making a loud noise. A portion of a wing killed a resident of Lindow in front of his house and wounded another man seriously. The engine fell on top of a house and set the roof on fire. Eye witnesses were strictly forbidden to speak about the accident. Trucks [redacted] were observed entering and leaving the field. 25X1
1. [redacted] Comment. For layout sketch of shrapnelproof aircraft revetments, [redacted]
2. [redacted] Comment. A fighter regiment is stationed at Neuruppin airfield. In late December and early January, there was intensive air activity by this regiment which usually practiced individual flights, probably also instrument flights. The same observation was made at other airfields. [redacted]
3. [redacted] Comment. [redacted] previously reported on the crash which occurred in early August 1952. [redacted] 25X1

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